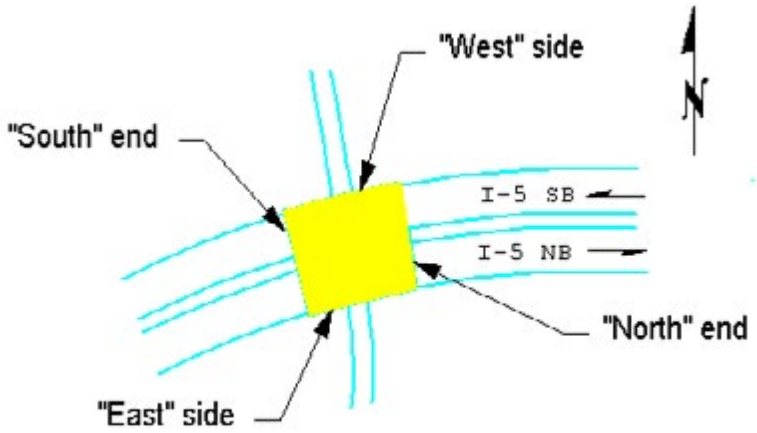
General

The Bridge List is a listing of structures which carry or cross over state-maintained highways. Bridges are listed as they are encountered when traveling in the direction of increasing mileposts.

All directions are nominal rather than compass to avoid confusion. That is, since odd-numbered highways run south to north, a bridge on an odd-numbered highway has a north end (relative to northbound travel) and a south end (relative to southbound travel), and an east side and a west side. See Figure 1.



Nominal Directions
Figure 1

Similarly, parallel bridges (on divided highways), are referred to as the East bridge and the West bridge on northbound highways, and as the North bridge and the South bridge on eastbound highways.

There are presently five exceptions to the rules regarding highway numbers and highway milepost numbers. They are as follows:

A. SR 16 is mileposted and listed from Tacoma to Gorst, as a northbound highway, rather than eastbound as is indicated by its even-numbered designation.

B. US 101 is mileposted and listed from the Columbia River through Port Angeles to Olympia. The Bridge List names treat US 101 as a northbound route. Traffic and nominal bridge designations are northbound from the Columbia River to Olympia, except as noted in the Bridge List.

C. SR 110 is mileposted and listed from US 101 near Forks to the Olympic National Park boundary, from east to west.

D. SR 281 Spur (Burke) from SR 281 north of George to I-90 east of George is mileposted and listed as an eastbound highway, rather than northbound as is indicated by its odd-numbered designation.

E. SR 505 is mileposted and listed from Winlock to SR 504 near Toutle, as an eastbound highway, rather than northbound as is indicated by its odd-numbered designation.

F. SR 519 is mileposted and listed from the connection with I-90WB Ramps north to south, then east to west, where it terminates with the ferry terminals. Ramps are designated by geographical orientation.

The Bridge List is listed in milepost order. When traveling in increasing milepost order, as listed herein, read the Bridge List from top to bottom. When traveling in decreasing milepost order, as listed herein, read the Bridge List from bottom to top.

The Bridge List is arranged in ascending highway number order beginning with US 2.

It is emphasized here that the Bridge List is only a guide, and WSDOT assumes no responsibility for its completeness or accuracy, or for any damage or injury resulting from its use or misuse.

Consulting this Bridge List does NOT relieve the operator of responsibility to establish a usable route.

To use the clearance list efficiently:

A. Determine which columns apply to the intended trip as outlined above.

B. Check the “MIN” column relative to the route and direction of the intended trip.

   1. If the height of the load is less than the “MIN.” for a bridge, the load should clear in all lanes.

   2. If the load’s height is greater than the “MIN.” for any bridge:

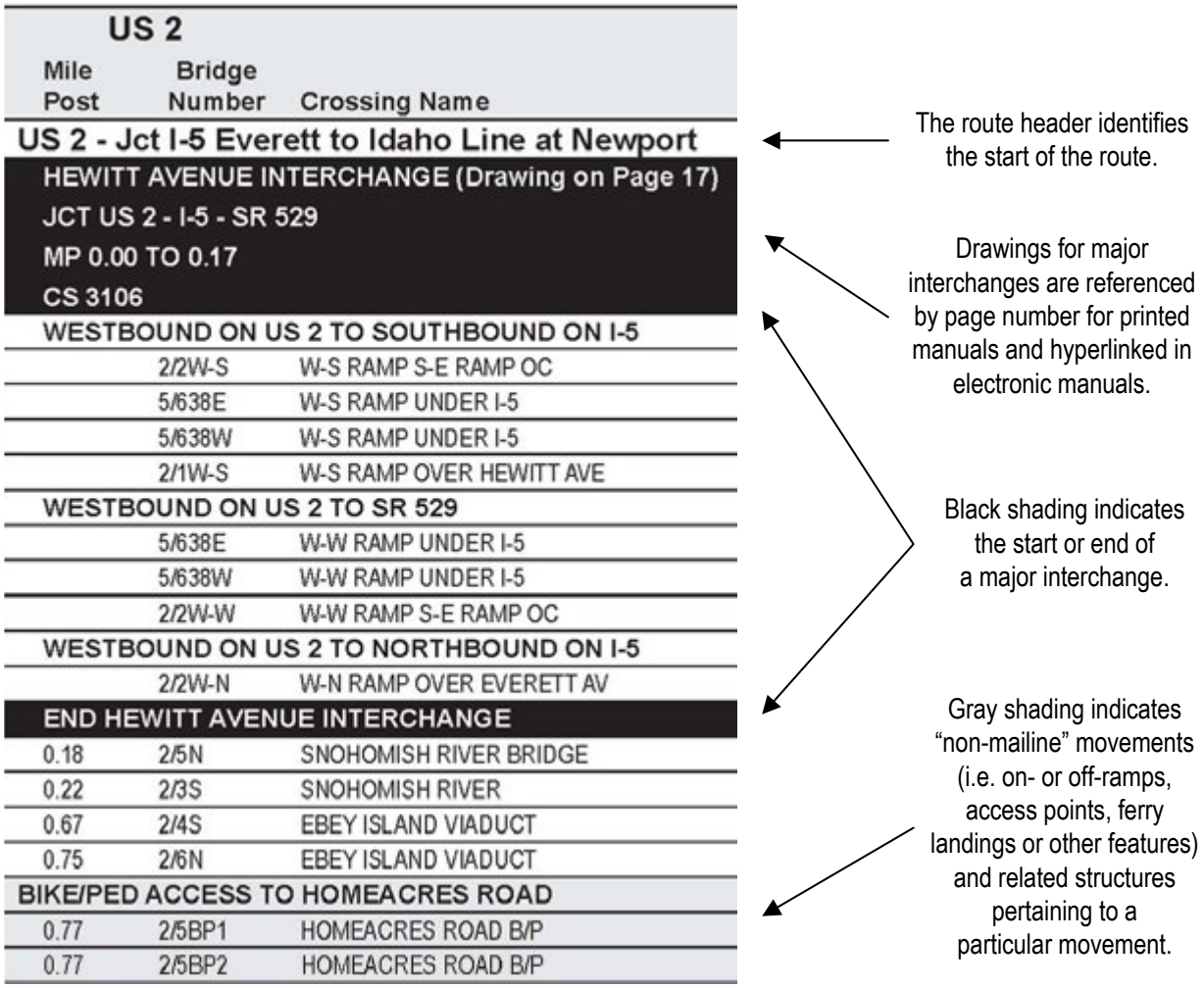
      a. If the height of the load is less than the “MAX.” column, the load should clear the bridge, but the operator must determine the proper lane to travel.

      b. If the height of the load is greater than the “MAX.” column, the load will not clear, and an alternate route should be determined.

Data Format

At the start of each route, a header identifies the start and end points. Black shading indicates the start or end of a interchange. Gray shading indicates on- or off-ramps, access points, ferry landings, or other features.

Figure 2 illustrates the format of data in the Bridge List.



US 2

Mile Post	Bridge Number	Crossing Name
US 2 - Jct I-5 Everett to Idaho Line at Newport		
HEWITT AVENUE INTERCHANGE (Drawing on Page 17)		
JCT US 2 - I-5 - SR 529		
MP 0.00 TO 0.17		
CS 3106		
WESTBOUND ON US 2 TO SOUTHBOUND ON I-5		
	2/2W-S	W-S RAMP S-E RAMP OC
	5/638E	W-S RAMP UNDER I-5
	5/638W	W-S RAMP UNDER I-5
	2/1W-S	W-S RAMP OVER HEWITT AVE
WESTBOUND ON US 2 TO SR 529		
	5/638E	W-W RAMP UNDER I-5
	5/638W	W-W RAMP UNDER I-5
	2/2W-W	W-W RAMP S-E RAMP OC
WESTBOUND ON US 2 TO NORTHBOUND ON I-5		
	2/2W-N	W-N RAMP OVER EVERETT AV
END HEWITT AVENUE INTERCHANGE		
0.18	2/5N	SNOHOMISH RIVER BRIDGE
0.22	2/3S	SNOHOMISH RIVER
0.67	2/4S	EBEY ISLAND VIADUCT
0.75	2/6N	EBEY ISLAND VIADUCT
BIKE/PED ACCESS TO HOMEACRES ROAD		
0.77	2/5BP1	HOMEACRES ROAD B/P
0.77	2/5BP2	HOMEACRES ROAD B/P

Data Formatting
Figure 2

Description of Data

MILEPOST

This is the State Route Milepost (SRMP) for the location of a particular structure. The milepost listed is that of the south pavement seat of bridges on odd-numbered highways, and that of the west pavement seat on even-numbered highways. This milepost is determined using the WSDOT *State Highway Log,* found online at www. wsdot.wa.gov/mapsdata/tdo/statehighwaylog.htm.

For certain interchange areas the beginning and ending mileposts are listed in a header introducing the interchange. Structures carrying, or otherwise associated with, ramps, or structures not specifically related to the 'mainline' of a state route, are typically referenced to a point associated with the 'mainline' of a state route.

BRIDGE NUMBER

This number consists of two parts, the route part and the bridge part. The route part is the number of the highway carried on the deck of the structure. If no highway is carried on the deck, the route part is the highway under or adjacent to the structure. The bridge part is a number, or number and letter combination which, when combined with the route part, results in a unique number for each structure.

Each bridge generally has one and only one bridge number. This number is, however, subject to change by legislative action, realignment, etc. Not all structures listed in this publication are state owned, even though a state route designation may have been assigned to them.

The forward slash (/) in a bridge number is read "over" and the dash (-) in a bridge number is read "to." For example:

- Bridge No. 405/16E is read "Bridge Number 405 over 16 East"
- Bridge No. 5/521N-W is read "Bridge Number 5 over 521 Northbound to Westbound"

The meanings of other letters and symbols which are a part of the Bridge List are explained in the list of abbreviations later in the introduction.

CROSSING NAME

This is the name of the structure relative to the highway being traveled. Unlike Bridge Number, a structure may have more than one Crossing Name. For example: Bridge No. 405/46E carries I-405 traffic over SR 520. It is listed as "405/46E, SR 520 OC" (read "405 over 46 East, SR 520 Overcrossing") in the I-405 listings, and as "405/46E, I-405 UC" (read 405 over 46 East, I-405 Undercrossing") in the SR 520 listings. Note that the Bridge Number remains the same in both listings.

The historical convention using "UC" & "OC" in the Crossing Name column has caused confusion among users of this data. In an effort to identify individual crossings in a clearer, more direct manner, many crossing names have been modified using a 'plain language' convention.

An example of this difference is Bridge Number 5/10. The historical convention was: I-5 OC, 33RD ST, and the 'plain language' convention is: 33RD ST OVER I- 5.

Be aware that there is a mixture of the historical practice and the new naming convention within this document.

LOCATION

This item assists in locating bridges when traveling State highways. The distances are generally listed in the direction of increasing mileposts from a previously listed feature, i.e. a county line or a highway junction.

STRUCTURE IDENTIFICATION NUMBER

This item is a unique eight character alphanumeric identifier for each bridge. This identifier remains static for the lifespan of a given structure.

ROADWAY WIDTH <= 20'

This item is shown as blank whenever the roadway width on or under a structure is greater than 20 feet. The measured roadway width is shown as a 4-digit number which represents a dimension in feet and inches (i.e. 1805 is 18 feet 5 inches) when it is less than or equal to 20 feet.

VERTICAL CLEARANCES

These columns show the maximum and minimum vertical clearances available to a vehicle traveling through or under a bridge. Each 4-digit number is a dimension in feet and inches, i.e. "1709" is 17 feet 9 inches.

All bridges with vertical restrictions have numbers printed in these columns. Blank columns indicate no restrictions are imposed by the structure listed.

Two 4-digit numbers indicate an unseparated (NO median, median barrier, New Jersey type barrier, etc.) lane alignment, or a bridge which restricts only one direction of a multi-lane alignment. Four 4-digit numbers indicate a separated (median, median barrier, New Jersey type barrier, etc.), typically multi-lane, alignment.

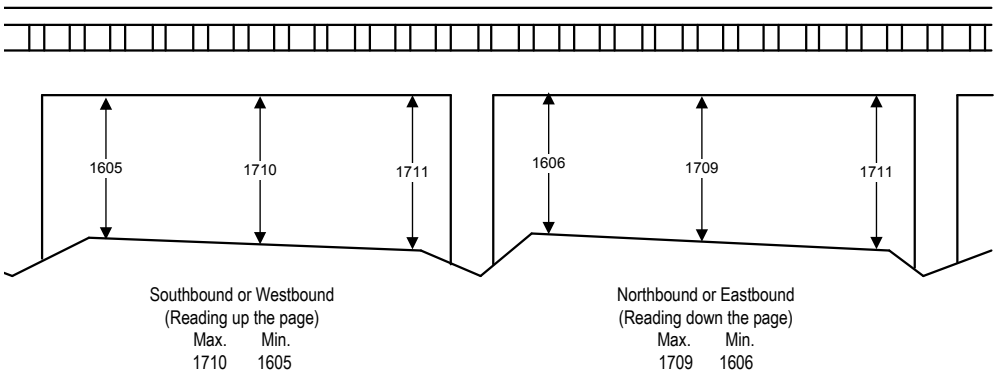
The clearances listed are usable vertical clearances approximately three inches less than actual measurement based on the best available information, but are not guaranteed for complete accuracy due to continuing construction activities. As stated on all permits, the operator is responsible to clear all obstructions. WAC 468-38-070 states, "It is the responsibility of the permit applicant to check, or prerun, the proposed route and provide for safe maneuvers around the obstruction or detours as necessary." Note that the lane in which the maximum clearance occurs is not listed. This must be determined by the operator.

When traveling on a separated, typically multi-lane alignment (i.e. median, median barrier, New Jersey type barrier, etc.):

A. Use "N BOUND OR E BOUND" clearances when the direction of travel corresponds to reading the Bridge List from top to bottom.

B. Use "S BOUND OR W BOUND" clearances when the direction of travel corresponds to reading the Bridge List from bottom to top.

When traveling on an unseparated, typically two-lane alignment (no median, median barrier, New Jersey type barrier, etc.), clearances are listed under "N BOUND OR E BOUND." See Figure 3.



Vertical Clearances
Figure 3

SPAN TYPE

This shows span type abbreviations for each bridge. Generally, the main span is listed first, though there are exceptions. A list of the abbreviations used is found on the page titled "Abbreviations Used in Span Types."